Road Characteristics Field Descriptions

Updated for the 2012 3rd Quarter Publication

Notes:

_X_ indicates that the definition is stated once but applies to the dominant route and each co-route. The LRS supports a dominant route (1) and up to 5 additional co-routes (2 – 6) for each segment. For example, the definition for RTE_X_CLSS_CD applies to all of the following fields: RTE_1_CLSS_CD (the dominant route), RTE_2_CLSS_CD, RTE_3_CLSS_CD, RTE_4_CLSS_CD, RTE_5_CLSS_CD and RTE_6_CLSS_CD.

The Data Owner is the group that is responsible for maintaining that data item. There may be one or more additional business owners associated with that information, but the Data Owner should be the first group to contact when there is a question about the data in Road Characteristics.

Domains are represented as coded values and descriptions. The geodatabase version of the file contains the descriptions. The shapefile version contains the values, which tend to be abbreviated or numeric versions of the description. If the geodatabase table is exported, the resulting table will contain the values.

Road Characteristics is a dual-carriageway system meaning that divided roads (roads with medians) are represented as two separate lines and undivided roads are represented as a single line. This allows for different characteristics to be coded on each side of the route. On divided roads, most characteristics apply to just that side of the road.

When doing mileage calculations, only the inventory side of divided routes should be counted. However if the road is a couplet, then both sides should be counted as couplets are treated like individual routes. The One-way Direction Flag field should be used to determine if the road is divided or not. The Route 1 Direction field (dominant route) should be used to determine which side is the inventory direction and the Facility Type field should be used to determine if the route is a couplet. In general, characteristics data is more reliable on the inventory side of divided roads because that is where the quality control effort has been focused.

The 8-Digit Route Number is a unique number assigned to each route. The first digit represents the route class, the second digit represents a route qualifier (for example a business route, and is also used to distinguish different federal agencies where the route class is federal), the third digit represents the inventory or non-inventory direction, the fourth digit is not in use, the fifth through eighth digits represent the route number. The 10-Digit Route Number is the 8-Digit Route Number with a two digit county code at the end.

A gap segment is a piece of linework used to make the route continuous so that mileposts can be calculated. Gap segments are used in cases where there is a hole in the route. The length of the segment reflects the milepost gap in the route. Most gaps are ferry routes but there are other cases where gap segments are used. The gap segments themselves do not represent any actual mileage or pavement on the ground.

Field Definitions:

1. OBJECTID

Common Name	Object Identifier
Definition	A unique number that is automatically generated for each segment
Data Owner	GIS Unit
Extent	Every Segment
Values	Positive numbers
Notes	The Object Identifier changes with each publication.

2. Shape

Common Name	Shape
Definition	Stores the geometry information for each segment and is used by GIS software to display the line
Data Owner	GIS Unit
Extent	Every Segment
Values	Polyline

3. G1_FtSeg_Id

Common Name	G1 FTSEG
Definition	Numbers assigned to LRS segments that can be used in Linear Referencing operations
Data Owner	GIS Unit
Extent	Every Segment
Values	Positive and negative numbers
Notes	A single G1 FTSEG may be made up of several individual segments. G1 FTSEGs are measured from 0 (From Percent) to 1 (To Percent). G1 FTSEGs can be split at LRS segment breaks (intersections, county boundaries, direction changes, historic changes and pseudo nodes) and can also be split at event breaks (changes in one of the characteristics of the road). Segments that have the same G1 FTSEG would have unique, non-overlapping From and To Percent measures. G1 FTSEG is stable and does not change between publications. Should be used as the route identifier when performing LRS analysis using G1 referencing.

4. Frm_Evnt_Pct

Common Name	From Percent
Definition	The length of every G1 FTSEG is normalized from 0 – 1 (to indicate the percentage of the total segment length). The From Percent is the location along the G1 FTSEG where the segment begins.

Data Owner	GIS Unit
Extent	Every Segment
Values	Positive numbers; six decimal places
Notes	From Percent should be used when performing LRS analysis using G1 referencing as the To-Measure field.

5. To_Evnt_Pct

Common Name	To Percent
Definition	The location along the G1 FTSEG where the segment ends
Data Owner	GIS Unit
Extent	Every Segment
Values	Positive numbers; six decimal places
Notes	A segment with a From Percent value of 0 and a To Percent value of 1 represents the entire G1 FTSEG; the segment has never been split by LRS or event changes. To Percent should be used when performing LRS analysis using G1 referencing as the To-Measure field.

6. RTE_X_CLSS_CD

Common Name	Route Class
Definition	The NCDOT route class code
Data Owner	GIS Unit
Extent	Every segment except for gap segments
Values	Coded domain
Notes	Route Class drives the 1st digit of the Route ID or 8-Digit Route Number.

Domain:

Value	Description	Notes
I	Interstate	State-maintained (exceptions noted in the Ownership field)
US	US Route	State-maintained (exceptions noted in the Ownership field)
NC	NC Route	State-maintained (exceptions noted in the Ownership field)
SR	Secondary Route	State-maintained (exceptions noted in the Ownership field)
RMP	Ramp	Typically state-maintained but not counted towards state-maintained mileage
RST	Rest Area	State-maintained but not counted towards state-maintained mileage
PRJ	Projected	Generalized locations of major facilities that have not yet been built

LOC	5-Local	Federal-aid roads maintained by municipalities
SP	6-State Parks	Federal-aid roads maintained by other state agencies
FED	7-Federal	Federal-aid roads maintained by federal agencies
NA	NA	Indicates no co-route present (used for route classes 2 -6)

7. RTE_X_NBR

Common Name	Route Number
Definition	The NCDOT route number
Data Owner	GIS Unit
Extent	Every segment
Values	Positive numbers
Notes	A value of 0 in the dominant route indicates that the segment is a gap; a value of 0 in RTE_2_NBR – RTE_6_NBR means that there is no co-route present. The Route Number is in the 5^{th} – 8^{th} positions of the Route ID and 8-Digit Route Number.

8. RTE_X_PRIM_CD

Common Name	Route Qualifier
Definition	An additional code that further defines the route
Data Owner	GIS Unit
Extent	Every segment
Values	Coded domain
Notes	On state-maintained routes, values of Normal indicate the regular route and other values indicate a related route (e.g., I-95 and I-95 Business). The Route Qualifier is represented in the 2^{nd} position of the Route ID and the 8-Digit Route Number. An exception is that rest areas begin with 81 even though they have a 0 value for the RTE_X_PRIM_CD, so that they can be distinguished from ramps by the Route ID.

Domain:

Value	Description	Notes
0	Normal	On most routes this indicates it is the normal route. If the route class is FED, then Normal is used to represent Blue Ridge Parkway.
1	Alternate	If the route class is FED, then the Alternate is used to represent Military-maintained roads
2	Bypass	
5	East	This is only used for US-19 East which is a different route than US-19

6	West	This is only used for US-19 West which is a different route than US-19
7	Spur	If the Route Class is Interstate, then the route is a spur; if the Route Class is US or NC Route then the route is a connector
8	Truck Route	
9	Business	
99	NA	Indicates no co-route present (used for routes 2 -6)

9. RTE_X_DDIR_CD

Common Name	Route Direction
Definition	The NCDOT route direction
Data Owner	GIS Unit
Extent	Every segment
Values	Coded domain
Notes	Inventory directions are Inventory (0) and Clockwise (8). All other values indicate the non-inventory direction of the route. To determine if the route is one-way or both directions of travel, use the One-way Direction Flag (i.e., Inventory Route Direction and Both Directions for the One-way Direction Flag imply that the route is bidirectional). The Route Direction is represented in the 3rd position of the Route ID and the 8-Digit Route Number.

Domain:

Value	Description	Notes
0	Inventory	Includes bidirectional, Northbound, Eastbound, and one-way inventory
4	Southbound	On secondary routes, rest areas and non-state maintained route classes, “Southbound” means non-inventory
6	Westbound	
8	Clockwise	
9	Counter-Clockwise	
99	NA	Indicates no co-route present (used for routes 2-6)

10. RTE_X_START

Common Name	Route Start
Definition	The beginning segment of the route
Data Owner	GIS Unit

Extent	Every segment
Values	Coded domain
Notes	Divided routes have a start in each direction. This field is used to create milepost values.

Domain:

Value	Description	Notes
0	Not start	
1	Start	
9	NA	Indicates no co-route present (used for routes 2-6)

11. RTE_STATUS_CD

Common Name	Route Status
Definition	The system status of the route
Data Owner	GIS Unit
Extent	Every segment
Values	Coded domain
Notes	This field has a value of “System” on every record except for gaps.

Domain:

Value	Description	Notes
S	System	

12. SRCDOC_TYP_CD

Common Name	Source Document Type
Definition	The type of source documentation that created the segment or caused the most recent official change.
Data Owner	GIS Unit
Extent	Legacy data not populated
Values	Coded domain
Notes	This field should be used with the Source Document field.

Domain:

Value	Description	Notes
N	Not-Verified	Indicates either legacy segments or that the source document is unknown
P	Petition	The petition number is stored in the Source Document field
T	TIP	TIP or Project; the project number is stored in the Source Document field
R	Project Alignment	
M	Municipal Agreement	The municipal agreement number is stored in the Source Document field
O	Other	

13. SRCDOC_NBR

Common Name	Source Document
Definition	The document reference that created the segment or caused the most recent official change
Data Owner	GIS Unit
Extent	Legacy data not populated
Values	Text
Notes	Typical values are the TIP number or the Petition number. This field should be used with the Source Document Type field.

14. REVDOC_TYP_CD

Common Name	Revision Source Type
Definition	The most recent data source type used to draw or modify the segment's alignment/geometry.
Data Owner	GIS Unit
Extent	Legacy data not populated
Values	Coded domain
Notes	This field should be used with the Revision Source field. For example, if the value is Aerial Photo and the Revision Source Identifier is 2010, this means that the segment was aligned to an Aerial Photo that was flown in 2010.

Domain:

Value	Description	Notes
N	Not-Verified	Indicates the segment alignment has not been verified by the GIS Unit; the segment has not been photo-revised yet
A	Aerial Photo	Indicates that the segment has been photo revised

C	Local Centerline
P	Parcels
L	Plat
G	GPS
F	Field Research
O	Other

15. REVDOC_NUM

Common Name	Revision Source
Definition	The most recent data source reference that was used to draw or modify the segment's alignment/geometry
Data Owner	GIS Unit
Extent	Every segment that has been verified
Values	Text
Notes	When Aerial Photo is used as the Revision Source Type, the Revision Source Identifier is either the year the photo was flown or else the source of the photo if the year is unknown.

16. RTE_SUBCTGY_CD

Common Name	Route Subcategory
Definition	A classification that can be used to symbolize roads
Data Owner	GIS Unit
Extent	Every segment
Values	Coded domain
Notes	This field should not be used to determine route direction.

Domain:

Value	Description	Notes
2L	2-Lane Undivided	
DCL	Divided Centerline	
4L	4-Lane Undivided	
SVR	Service Road	
RMP	Ramp	
UNK	Unknown	

17. ONEWAY_DIR_FLG

Common Name	One-way Direction Flag
Definition	Indicates whether traffic is restricted to one direction or both
Data Owner	GIS Unit
Extent	Every segment
Values	Coded domain
Notes	Since the Route Direction code of 0 can be either one-way or both directions, this field is used to determine if the route is bidirectional or one-way.

Domain:

Value	Description	Notes
0	Both directions	
1	One direction	

18. STREET_NAME

Common Name	Street Name
Definition	The NCDOT name of the route
Data Owner	GIS Unit
Extent	Every segment
Values	Text
Notes	This field is a concatenation of the route class, route number and sometimes route qualifier. It can be used to label. It is not the street name, as in “Main Street” but the NCDOT name as in “SR-1254.”

19. LUPD_A_DATE

Common Name	Last Attribute Update
Definition	The date of the last LRS-attribute change (all of the fields listed before Route Name in this document) to the segment
Data Owner	GIS Unit
Extent	Every segment
Values	Dates
Notes	The date 6/1/2006 indicates that the segment has not had an LRS-attribute edit since the LRS went live in 2006.

20. LUPD_F_DA TE

Common Name	Last Feature Update
Definition	The date of the last geometric change to the segment
Data Owner	GIS Unit
Extent	Every segment
Values	Dates
Notes	The date reflects either the date that the feature was created or the last time it was modified. The date 6/1/2006 indicates that the segment has not had a geometric edit since the LRS went live in 2006.

21. RTE_RMP_CD

Common Name	Ramp Routes
Definition	A list of route classifications that the ramp connects to
Data Owner	GIS Unit
Extent	Sparsely populated
Values	Coded domain
Notes	The value applies to the entire ramp, not just that particular segment (ramps go from one facility to another and may be comprised of multiple segments).

Domain:

Value	Description	Notes
I	Interstate	Ramp connects to Interstates
US	US	Ramp connects to US Routes
NC	NC	Ramp connects to NC Routes
SR	SR	Ramp connects to Secondary Routes
I&US	I&US	Ramp connects an Interstate and US Route
I&NC	I&NC	Ramp connects an Interstate and NC Route
I&SR	I&SR	Ramp connects an Interstate and Secondary Route
US&NC	US&NC	Ramp connects a US Route and NC Route
US&SR	US&SR	Ramp connects a US Route and Secondary Route
NC&SR	NC&SR	Ramp connects an NC Route and Secondary Route
I&NC&US&SR	I&NC&US&SR	Ramp connects an Interstate, NC Route, US Route and Secondary Route
I&NC&US	I&NC&US	Ramp connects an Interstate, NC Route and US Route
I&NC&SR	I&NC&SR	Ramp connects an Interstate, NC Route and Secondary Route

I&US&SR	I&US&SR	Ramp connects an Interstate, US Route and Secondary Route
NONE	Null	Data not populated

22. MAINT_CNTY_CD

Common Name	Maintenance County
Definition	For state-maintained roads, it is the county responsible for maintaining the section of road. For non-state maintained roads, it is the county that the segment is located in.
Data Owner	GIS Unit
Extent	Every segment
Values	Coded domain – see the metadata or contact the GIS Unit for a full list of codes
Notes	This is the primary county field that should be used. In general all three county fields will have the same value. The exceptions are around the county boundaries. For example, a portion of SR-1828 has a Maintenance County of Iredell County and a Location County of Yadkin County where it crosses the county boundary into Yadkin County. This route should be considered SR-1828 Iredell County even though it is physically located in Yadkin County. The domain for the county codes is not listed here because it is so long. The coded values begin with 0 for Alamance County and end with 99 for Yancey County. These are the state codes (for roads that are maintained by NCDOT but cross the state boundary): Georgia – 901, South Carolina – 902, Tennessee – 903, Virginia – 904.

23. LOC_1_CNTY_CD

Common Name	Location County
Definition	The county that the segment is physically located in
Data Owner	GIS Unit
Extent	Every segment
Values	Coded domain – see the metadata or contact the GIS Unit for a full list of codes

24. LOC_2_CNTY_CD

Common Name	Location Two County
Definition	For roads that are on the county line, it is the adjacent county
Data Owner	GIS Unit
Extent	Every segment
Values	Coded domain – see the metadata or contact the GIS Unit for a full list of codes
Notes	Every value other than NA indicates that the road is on the county boundary.

25. RVRS_ATRBT_IND

Common Name	Reverse Segment Indicator
Definition	A flag that indicates whether the segment is facing in its original direction or if it has been physically flipped
Data Owner	GIS Unit
Extent	Every segment
Values	Coded domain

Domain:

Value	Description	Notes
0	No	Segment is not flipped
1	Yes	Segment has been flipped
9	NA	Segment is not flipped

26. TIER_CD

Common Name	Tier
Definition	The North Carolina Multimodal Investment Network classification system
Data Owner	GIS Unit
Extent	Every segment
Values	Coded domain

Domain:

Value	Description	Notes
ST	Statewide	Facilities that serve statewide movements
R	Regional	Facilities that serve regional movements
SB	Subregional	Facilities that serve localized movements
N	None	Used for non-system roads

27. Beg_Intersect

Common Name	Beginning Intersection Feature
Definition	This field identifies the intersecting route (or county or route change or dead-end) for the beginning of the associated LRS segment.

	This is a one (from LRS Arcs) to many (to Road Characteristics) relationship.
Data Owner	GIS Unit
Extent	Every segment
Values	Text
Notes	Use with the Beginning Intersection Milepost field.

28. End_Intersect

Common Name	Ending Intersection Feature
Definition	This field identifies the intersecting route (or county or route change or dead-end) for the ending of the associated LRS segment. This is a one (from LRS Arcs) to many (to Road Characteristics) relationship.
Data Owner	GIS Unit
Extent	Every segment
Values	Text
Notes	Use with the Ending Intersection Milepost field.

29. Rte_Nm

Common Name	Route Name
Definition	The NCDOT name of the route
Data Owner	GIS Unit
Extent	Every segment
Values	Text
Notes	Similar to Street Name, it is a concatenation of Route Class, Route Number and Route Qualifier. It also contains important co-routes. It can be used to label routes. It is different from Street Name because it is automatically populated, whereas Street Name can contain manual overrides by the data entry technician.

30. Rte_ID

Common Name	Route ID
Definition	The 10-digit composite route number
Data Owner	GIS Unit
Extent	Every segment
Values	Positive 10-digit numbers (text field)
Notes	This field is the same as the 8-Digit Route Number but it has the two digit county code at the end. It uniquely identifies routes statewide and should be used as the route identifier when performing LRS analysis using route/milepost referencing.

31. MaxMp1

Common Name	Maximum Milepost
Definition	The maximum milepost value of the dominant route on that segment
Data Owner	GIS Unit
Extent	Every segment
Values	Positive numbers; three decimal places

32. ShieldType

Common Name	Shield Type
Definition	The type of highway shield used to label the route
Data Owner	GIS Unit
Extent	Every segment
Values	Text

33. RouteX

Common Name	8-Digit Route Number
Definition	The 8-digit composite route number
Data Owner	GIS Unit
Extent	Every segment
Values	Positive 8-digit numbers (text field)

34. BegMpX

Common Name	Beginning Milepost
Definition	The beginning milepost for the segment on that route
Data Owner	GIS Unit
Extent	Every segment
Values	Numbers; six decimal places

35. EndMpX

Common Name	Ending Milepost
Definition	The ending milepost for the segment on that route

Data Owner	GIS Unit
Extent	Every segment
Values	Numbers; six decimal places

36. ACS_CNTRL_TYP_CD

Common Name	Access Control
Definition	Indicates some degree of control of through movements to a road
Data Owner	SRMU
Extent	Where applicable
Values	Coded domain
Notes	Null indicates that the road does not have any degree of access control.

Domain:

Value	Description	Notes
3	FULL	Preference given to through traffic movements by providing interchanges with roads, and by prohibiting crossing at-grade and direct driveway connections (i.e., limited access to the facility).
2	PARTIAL	Preference given to through traffic movement. In addition to interchanges, there may be some crossings at-grade, but direct private driveway connections have been minimized through the use of frontage roads or other local access restrictions.

37. ADTN_DT

Common Name	Addition Date
Definition	The date that the section of road the road was constructed, or the date that the road was added to the state maintenance system, if it was already built
Data Owner	SRMU
Extent	State-maintained roads, where available
Values	Dates
Notes	The date 12/31/1901 indicates that the date is unknown. Typically December 31st is used when the year was known but the day and month were not.

38. BASE_DTL_TYP_CD

Common Name	Detailed Base Type
Definition	Detailed base layer types
Data Owner	SRMU
Extent	New Secondary Routes
Values	Coded domain
Notes	This data is only entered on Secondary Routes that are added to the system by Petition or Municipal Agreement and is used by the Pavement Management Unit.

Domain:

Value	Description	Notes
ABC	ABC	
B25.0B	B25.0B	
B25.0C	B25.0C	
I-19.0C	I_19.0C	
I-19.0D	I_19.0D	
SOIL	SOIL	
STBC	STBC	
CABC	CABC	
SS	SS	
CTABC	CTABC	
I-19.0B	I_19.0B	

39. BTHCK_HGT

Common Name	Base Thickness
Definition	Thickness of the base layer in inches
Data Owner	SRMU
Extent	New Secondary Routes
Values	Positive numbers
Notes	This data is only entered on Secondary Routes that are added to the system by Petition or Municipal Agreement and is used by the Pavement Management Unit.

40. CNTR_PEAK_LANE_QTY

Common Name	Counter Peak Lanes
Definition	The number of lanes in the counter-peak direction of flow during the peak hour, in cases where it cannot be derived from the number of lanes
Data Owner	SRMU
Extent	HPMS Samples
Values	Positive numbers
Notes	For example, a four-lane road in which one of the lanes is reversed during the peak hour to accommodate traffic movement would have a Counter Peak Lanes value of 1 and a Peak Lanes value of 3. If there is no data in the field, assume that the Counter Peak Lanes is ½ the Number of Lanes on undivided roads, or the Number of Lanes in the counter peak direction if the road is divided.

41. FC_TYP_CD

Common Name	Functional Classification
Definition	A classification system of roads based on the character of traffic service that they are intended to provide. Approval of changes is done by the Federal Highway Administration and is managed by the Program Development Branch at NCDOT.
Data Owner	GIS Unit
Extent	Every segment
Values	Coded domain
Notes	Functional Classification along with National Highway System and Urban Identification determine federal-aid eligibility. All roads on the National Highway System are eligible for federal-aid. In addition, all routes functionally classified Interstate through Major Collector, plus urban Minor Collectors are federal-aid eligible. Ramps are given the highest Functional Classification value of the routes that they serve, but ramps are not eligible for federal-aid.

Domain:

Value	Description	Notes
1	INTERSTATE	
2	PRIN_ARTERIAL_OTHER_FWY	Principal Arterial – Other Freeways and Expressways
3	PRIN_ARTERIAL_OTHER	Principal Arterial – Other
4	MINOR_ARTERIAL	
5	MAJOR_COLLECTOR	
6	MINOR_COLLECTOR	
7	LOCAL	

42. HOV_TYP_CD

Common Name	HOV Type
Definition	The type of HOV lanes
Data Owner	SRMU
Extent	Where applicable
Values	Coded domain

Domain:

Value	Description	Notes
1	EXCLUSIVE_HOV_LANES	Section has exclusive HOV lanes (no other use permitted)
2	EXCLUSIVE_HOV_AT_TIMES	Normal through lane(s) used for exclusive HOV in specified time periods
3	SHLDER_OR_PKING_LNS_USED	Shoulder/parking lane(s) used for exclusive HOV in specific time periods

43. IMPTYP_CD

Common Name	Improvement Type
Definition	The most recent improvement that was made to the segment
Data Owner	SRMU
Extent	Where available
Values	Coded domain

Domain:

Value	Description	Notes
NL	RELOCATION	Relocation
NR	NEW_CONSTRUCTION	New construction
NE	NEW_CONSTRUCTION_HPMS	New construction (HPMS)
RF	RECONSTRUCT_TO_FREEWAY	Reconstruction to freeway
RL	RECONSTRUCT_MORE_LANES	Reconstruction with more lanes
RW	RECONSTRUCT_TO_WIDER_LANES	Reconstruction to wider lanes
RP	PAVEMENT_RECONSTRUCT	Pavement reconstruction
RI	ISOLATED_RECONSTRUCT	Isolated reconstruction
MA	MAJOR_WIDENING	Major widening

MI	MINOR_WIDENING	Minor widening
CS	RESURF_SHLDR_IMPRV_PCC	Resurfacing with shoulder improvements and concrete restoration
BS	RESURF_SHLDR_IMPRV_BITUM	Resurfacing with shoulder improvements and bituminous pavement restoration
RC	RESURF_PCC_RESTORATION	Resurfacing with concrete restoration
AT	ASPHALT_SURFACE_TREATMENT	Asphalt surface treatment (or bituminous surface treatment)
SS	SLURRY_SEAL	Slurry seal
RB	RESURF_BITUM_RESTORATION	Resurfacing with bituminous pavement restoration
IP	INITIAL_PAVING	Initial paving
UP	IMPRVMNTS_TO_ UNPAVED_ROADS	Improvement made to an unpaved road
00	PRIMITIVE	Primitive
10	UNIMPROVED	Unimproved
20	GRADED_DRAINED	Graded and drained
30	SOIL_SURFACED	Soil surfaced
41	GRAVEL_STONE	Gravel or stone
BR	BRIDGE_REPLACEMENT	Bridge replacement
NC	NOT_IN_MANUAL_NC	Legacy code
OT	ENVIRONMENTALLY_RELATED	Environmentally related
RE	RESTORATION_AND_REHAB	Restoration and rehabilitation
RS	NOT_IN_MANUAL_RS	Legacy code
ST	SAFETY_TRAFFIC_OPS_TSM	Safety, traffic operations or traffic signal management

44. IMPTYP_DT

Common Name	Improvement Date
Definition	The date of the most recent improvement that was made to the segment
Data Owner	SRMU
Extent	Where available
Values	Dates
Notes	The date 12/31/1901 indicates that the date is unknown. Typically December 31st is used when the year was known but the day and month were not.

45. TRNLN_LFT_TYP_CD

Common Name	Left Turning Lane
Definition	The type of left turning lane

Data Owner	SRMU
Extent	Where applicable, but this data item has never been fully populated
Values	Coded domain
Notes	No data indicates that there are no turning lanes present.

Domain:

Value	Description	Notes
0	RURAL_NO_INTERSECTIONS	This code is no longer used but has not been removed from legacy data
1	MULTI_TURN_LANE_OR_BAYS	Multiple turn lanes; indicates multiple lanes devoted to the same turning movement or that there are single left turn lanes in each direction (if the road is not divided)
2	CONTINUOUS_TURN_LANE	Continuous left turn lane; this is also a median type and refers to the same type of left turn lane that is in the center of undivided roads and allows for left turns in either direction
3	SINGLE_TURN_BAY	Single left turn lane
4	NO_TURN_LANE_OR_BAYS	This code is no longer used but has not been removed from legacy data
5	NO_TURN_DUR_PEAK_TIME	Left turns are prohibited during peak hours

46. MDN_TYP_CD

Common Name	Median
Definition	The type of median present
Data Owner	SRMU
Extent	Where applicable
Values	Coded domain
Notes	No data indicates that there is no median present and that the road is not divided. Roads with a median length of at least 200ft are represented as separate lines (dual-carriageway). Medians that are at least two feet wide are coded in this field, regardless of whether the road is represented as a single line or a pair. Where multiple medians are present, the type that prohibits the most movement of vehicles is coded (for example a grass median with a cable guardrail is coded as a flexible positive barrier).

Domain:

Value	Description	Notes
0	SEMI-RIGID_POS_BARRIER	Includes median guardrails
1	RIGID_POS_BARRIER	Includes jersey barriers
2	CONTINUOUS_TURN_LANE	This code actually indicates that a continuous left turn lane exists (allowing for left turning

		movements in both directions)
3	PAVED_MOUNTABLE	A raised median with a sloped edge
4	CURB	
5	GRASS	
6	UNSPECIFIED_POS_BARRIER	
7	PARKLAND_BUSINESS_ETC	Typically used for couplets
8	COUPLET	This code is no longer used but has not been removed from legacy data; Couplets should be identified using the Facility Type field only
9	FLEXIBLE_POS_BARRIER	Includes cable guardrail
10	STRIPED	Striped (painted pavement)

47. MDN_WID

Common Name	Median Width
Definition	The width of the median
Data Owner	SRMU
Extent	Where applicable
Values	Numbers
Notes	On roads represented as two separate lines (divided), one-half of the median width is stored on each segment. If the road is represented as a single line but has a median (typically because the median *length* is less than 200 feet), the entire median width is stored on the segment. Negative numbers should be ignored. Median Widths do not contain turn lanes.

48. NHS_TYP_CD

Common Name	National Highway System (NHS)
Definition	A network of nationally significant highways approved by Congress in the National Highway System Designation Act of 1995. New routes can also be added to the NHS.
Data Owner	GIS Unit
Extent	Where applicable
Values	Coded domain
Notes	No data indicates that the segment is not part of the NHS. All routes on the National Highway System are eligible for federal-aid.

Domain:

Value	Description	Notes

1	SECTION_IS_ON_THE_NHS	Section is on the NHS
2	MAJOR_AIRPORT	NHS Connector – Major Airport
3	MAJOR_PORT_FACILTY	NHS Connector – Major Port Facility
4	MAJOR_AMTRAK_STATION	NHS Connector – Major Amtrak Station
5	MAJOR_RAIL_OR_TRUCK_TERM	NHS Connector – Major Rail/Truck Terminal
6	MAJOR_INTERCITY_BUS_TERM	NHS Connector – Major Intercity Bus Terminal
7	MAJOR_PUBLIC_TRANSIT_TERM	NHS Connector – Major Public Transit Terminal
8	MAJOR_PIPELINE_TERM	NHS Connector – Major Pipeline Terminal
9	MAJOR_FERRY_TERM	NHS Connector – Major Ferry Terminal
10	INTERSTATES	INTERSTATES
11	CNGRSSNL_HGH_PRRTY_CRDRS	Congressional High Priority Corridors
12	OTHR_PRNCPL_ARTERIALS	Other Principal Arterials
13	INTERMODAL_TRMNL_CNCTRS	Intermodal Terminal Connectors

49. NBR_LANE_QTY

Common Name	Number of Lanes
Definition	The number of through lanes
Data Owner	SRMU
Extent	State-maintained roads, some non-system roads, some ramps
Values	Positive numbers
Notes	This represents the through lanes, does not include ancillary lanes used for turning movements and ramps. On divided roads, the value is the number of through lanes in that direction. To estimate for the entire route, double the values on the inventory side.

50. PEAK_LNS_QTY

Common Name	Peak Lanes
Definition	The number of lanes in the peak direction of flow during the peak hour, in cases where it cannot be derived from the number of lanes
Data Owner	SRMU
Extent	HPMS Samples
Values	Positive numbers
Notes	For example, a four-lane road in which one of the lanes is reversed during the peak hour to accommodate traffic movement would have a Peak Lanes value of 3. If there is no data in the field, assume that the Peak Lanes is ½ the Number of Lanes on undivided roads, or just the Number of Lanes in the peak direction if the road is divided.

51. PPLTN_GRP_TYP_CD

Common Name	Population Group
Definition	Population categories based on the municipality that the segment is located within
Data Owner	GIS Unit
Extent	Segments that are located within the Municipal Boundaries
Values	Coded domain
Notes	No data indicates that the segment is not with in any city or town limits.

Domain:

Value	Description	Notes
1	UNDER_1000_POPULATION	Municipality population is under 1,000
2	1000_TO_2499	Municipality population is between 1,000 and 2,500
3	2500_TO_4999	Municipality population is between 2,500 and 5,000
4	5000_TO_9999	Municipality population is between 5,000 and 10,000
5	10000_TO_24999	Municipality population is between 10,000 and 25,000
6	25000_TO_49999	Municipality population is between 25,000 and 50,000
7	50000_TO_99999	Municipality population is between 50,000 and 100,000
8	100000_AND_OVER	Municipality population is over 10,000

52. PVMT_QLTY_TYP_CD

Common Name	Petition Pavement Condition
Definition	A general assessment of the pavement condition at the time that the road is added to the system
Data Owner	SRMU
Extent	New Secondary Routes
Values	Coded domain
Notes	This data is only entered on Secondary Routes that are added to the system by Petition or Municipal Agreement and is used by the Pavement Management Unit.

Domain:

Value	Description	Notes
EXCELLENT	EXCELLENT	

GOOD	GOOD
FAIR	FAIR
POOR	POOR

53. TRNLN_RGT_TYP_CD

Common Name	Right Turning Lane
Definition	The type of right turning lane
Data Owner	SRMU
Extent	Where applicable, but this data item has never been fully populated
Values	Coded domain
Notes	No data indicates that there are no turning lanes present.

Domain:

Value	Description	Notes
0	RURAL_NO_INTERSECTIONS	This code is no longer used but has not been removed from legacy data
1	MULTI_TURN_LANE_OR_BAYS	Multiple turn lanes; indicates multiple lanes devoted to the same turning movement or that there are single right turn lanes in each direction (if the road is not divided)
2	CONTINUOUS_TURN_LANE	Continuous right turn lane; a lane devoted to right turns that goes through multiple intersections
3	SINGLE_TURN_BAY	Single right turn lane
4	NO_TURN_LANE_OR_BAYS	This code is no longer used but has not been removed from legacy data
5	NO_TURN_DUR_PEAK_TIME	Left turns are prohibited during peak hours

54. RW_WID

Common Name	Right of Way
Definition	The width of the right of way of the road
Data Owner	SRMU
Extent	Where available
Values	Positive numbers
Note	Right of Way can vary continuously along the road. The data has been generalized in areas of widely varying Right of Way to represent significant changes.

55. URBN_ID_CD

Common Name	Urban ID
Definition	The 5-digit Census code of the Urban Area that the segment is located within
Data Owner	GIS Unit
Extent	Segments that are located within the Urbanized and Urban Areas (represented as the Smoothed Urban Boundaries)
Values	Coded domain – see the metadata or contact the GIS Unit for a full list of codes
Notes	No data indicates that the segment is rural; any value other than 0 or null indicates that the segment is urban. This field should be used to determine rural/urban designation. This field is not related to whether or not the segment is within a town or city.

56. RU_PPLTN_TYP_CD

Common Name	Rural Urban Description by Population
Definition	Population categories based on the Urban Area that the segment is located within
Data Owner	GIS Unit
Extent	Every segment
Values	Coded domain
Notes	The populations are estimates of the urban areas that are updated annually. The populations are officially updated by the Census Bureau every ten years. This field is not related to whether or not the segment is within a town or city. Codes 3 -7 are considered Urban.

Domain:

Value	Description	Notes
0	RURAL_OUTSIDE_URBAN	Rural
2	RURAL_2500_TO_4999	Reserved for future use; the minimum population of a small urban boundary is 5,000
3	URBAN_5000_TO_24999	Urban population between 5,000 and 25,000
4	URBAN_25000_TO_49999	Urban population between 25,000 and 50,000
5	URBANIZED_50000_TO_99999	Urbanized population between 50,000 and 99,000
6	URBANIZED_100000_TO_199999	Urbanized population between 100,000 and 200,000
7	URBANIZED_MORE_200000	Urbanized population greater than 200,000

57. SHLDR_LFT_TYP_CD

Common Name	Left Shoulder
Definition	The surface type of the left shoulder

Data Owner	SRMU
Extent	Where available
Values	Coded domain
Notes	On combination shoulders, the highest code present is used. For example, a shoulder that is bituminous (3) and gravel (2) would be coded as bituminous. On divided roads, this refers to the inside shoulder; on undivided roads it is the shoulder on the left side when facing inventory direction (the line segment direction).

Domain:

Value	Description	Notes
1	GRASS_OR_SOD	
2	GRAVEL_OR_STONE	
3	BITUMINOUS	
4	CURB_BITUMINOUS	
5	CONCRETE	
6	CURB_CONCRETE	
7	TIE_BAR	This code is no longer used but has not been removed from legacy data

58. SHLDR_RGT_TYP_CD

Common Name	Right Shoulder
Definition	The surface type of the right shoulder
Data Owner	SRMU
Extent	Where available
Values	Coded domain
Notes	On combination shoulders, the highest code present is used. For example, a shoulder that is bituminous and gravel would be coded as bituminous. On divided roads, this refers to the outside shoulder; on undivided roads it is the shoulder on the right side when facing inventory direction (the line segment direction).

Domain:

Value	Description	Notes
1	GRASS_OR_SOD	
2	GRAVEL_OR_STONE	
3	BITUMINOUS	

4	CURB_BITUMINOUS	
5	CONCRETE	
6	CURB_CONCRETE	
7	TIE_BAR	This code is no longer used but has not been removed from legacy data

59. SHLDR_WID_LFT_QTY

Common Name	Left Shoulder Width
Definition	The total width of the left shoulder
Data Owner	SRMU
Extent	Where available
Values	Positive numbers; one decimal place
Notes	If the Left Shoulder Width is greater than the Left Paved Shoulder Width, then it indicates that a combination shoulder is present, such as bituminous and grass.

60. SHLDR_WID_RGT_QTY

Common Name	Right Shoulder Width
Definition	The total width of the right shoulder
Data Owner	SRMU
Extent	Where available
Values	Positive numbers; one decimal place
Notes	If the Right Shoulder Width is greater than the Right Paved Shoulder Width, then it indicates that a combination shoulder is present, such as bituminous and grass.

61. SHS_TYP_CD

Common Name	State Highway System
Definition	An internal classification system based on route class and Municipal Boundaries
Data Owner	GIS Unit
Extent	Every segment
Values	Coded domain
Notes	“Rural” refers to a segment that is outside of municipality limits and is not related to the Urban Area boundaries.

Domain:

Value	Description	Notes
0	PROJECTED	Projected road
1	RURAL_PRIMARY	Interstate, US or NC route not within a municipal boundary
2	MUN_PRIMARY_OVER_5000	Interstate, US or NC route within a municipality with a population over 5,000
3	MUN_PRIMARY_UNDER_5000	Interstate, US or NC route within a municipality with a population under 5,000
4	RURAL_SECONDARY	Secondary Route not within a municipal boundary
5	MUN_SECONDARY_OVER_5000	Secondary Route within a municipality with a population over 5,000
6	MUN_SECONDARY_UNDER_5000	Secondary Route within a municipality with a population under 5,000
7	LOCAL_CITY_STREETS	Municipality-maintained road
8	STATE_PARKS	Other state agency-maintained road
9	NATL_PARK_FOREST_RSRV	Federal agency-maintained road
10	RURAL_RAMP	Ramp not within a municipal boundary
11	MUN_RAMP_OVER_5000	Ramp within a municipality with a population over 5,000
12	MUN_RAMP_UNDER_5000	Ramp within a municipality with a population under 5,000

62. SMPL_ID_NBR

Common Name	Sample ID
Definition	The HPMS Sample identification number
Data Owner	SRMU
Extent	HPMS Samples
Values	Positive numbers
Notes	Samples are reported annually to the Federal Highway Agency as part of the HPMS Report. Detailed data is provided for the samples as part of the report.

63. SPD_LMT_TYP_CD

Common Name	Speed Limit
Definition	The posted speed limit
Data Owner	SRMU
Extent	State-maintained roads
Values	Positive numbers (in a text field)
Notes	If information is not available, an estimate is used.

Domain:

Value	Description	Notes
10	10	
15	15	
20	20	
21	21	
22	22	
25	25	
30	30	
34	34	
35	35	
36	36	
40	40	
45	45	
48	48	
50	50	
51	51	
55	55	
60	60	
65	65	
66	66	
69	69	
70	70	
88	88	

64. SRFC_DTL_TYP_CD

Common Name	Detailed Surface Type
Definition	The detailed surface type
Data Owner	SRMU
Extent	New Secondary Routes
Values	Coded domain
Notes	This data is only entered on Secondary Routes that are added to the system by Petition or Municipal Agreement and is used by the Pavement Management Unit.

Domain:

Value	Description	Notes
AST	AST	
BST	BST	
I-1	I-1	
I-2	I-2	
S12.5B	S12.5B	
S12.5C	S12.5C	
S12.5D	S12.5D	
S9.5A	S9.5A	
S9.5B	S9.5B	
S9.5C	S9.5C	
SF9.5A	SF9.5A	
S4.75A	S4.75A	
ASPHALT	ASPHALT	
JCP	JCP	
HDS	HDS	
CRCP	CRCP	
GRAVEL	GRAVEL	

65. SRFC_TYP_CD

Common Name	Surface Type
Definition	The surface type of the segment
Data Owner	SRMU
Extent	State-maintained roads
Values	Coded domain
Notes	Types below 51 are considered unpaved roads.

Domain:

Value	Description	Notes
1	UNPAVED	
2	BITUMINOUS	

3	JPCP_JNTD_PLN_CONCRETE	Jointed plane concrete pavement
4	JRCP_JNTD_RNFCD_CONCRETE	Jointed reinforced concrete pavement
5	CRCP_CNTNUS_RNFCD_CONCRETE	Continuously reinforced concrete pavement
6	AC_OVER_EXSTG_AC_PVMNT	Asphalt-concrete (AC) overlay over existing AC pavement
7	AC_OVR_EXSTG_JNTD_CONCRETE	AC overlay over existing jointed concrete pavement
8	BITUMINOUS_OVRLY_ON_CRCP	Bituminous overlay over existing CRCP
9	UNBND_ JNTD_CNCRETE_ON_PCC	Unbonded jointed concrete overlay on PCC pavement
10	BNDD_PCC_ON_PCC	Bonded PCC overlay on PCC pavement
11	OTHER_INCLDS_WHITETOPPING	Other (includes 'whitetopping')

66. SRFC_WID

Common Name	Surface Width
Definition	The paved surface width, or the road width from ditch to ditch on unpaved roads
Data Owner	SRMU
Extent	State-maintained roads
Values	Positive numbers
Notes	The Surface Width does not include the median width. On divided roads, it is the paved width on that side of the median. On paved roads, the Surface Width is edge of pavement to edge of pavement (includes paved shoulders).

67. TRRN_TYP_CD

Common Name	Terrain
Definition	Generalized terrain classification
Data Owner	GIS Unit
Extent	Every segment
Values	Coded domain

Domain:

Value	Description	Notes
1	FLAT	
2	ROLLING	
3	MOUNTAINOUS	

68. TOLL_ID_NBR

Common Name	Toll ID
Definition	The toll identifier assigned by FHWA
Data Owner	SRMU
Extent	Toll roads
Values	Text

69. TWN_CD

Common Name	Town Code
Definition	A code identifying the municipality that the segment located in
Data Owner	GIS Unit
Extent	Segments that are located within the Municipal Boundaries
Values	Coded domain – contact the GIS Unit for a full list of codes
Notes	The first two digits of the Town Code are the NCDOT Division number. Although towns that cross division boundaries are assigned two different town codes, only one town code is used for each municipality. Null indicates that the segment is not with in any city or town limits.

70. TRCK_RTE_TYP_CD

Common Name	Truck Route
Definition	Internal and federally-designated truck routes
Data Owner	GIS Unit
Extent	Where applicable
Values	Coded domain
Notes	No data indicate trucks are allowed on the route without restrictions.

Domain:

Value	Description	Notes
2	PARKWAY_NO_TRUCKS	Parkway – trucks and commercial vehicles prohibited
3	NOT_PKWY_NO_TRUCKS	Not a parkway – trucks and commercial vehicles prohibited
4	NOT_PKWY_NO_TRKS_AT_TIMES	Not a parkway – trucks and commercial vehicles prohibited during specific times
5	DESIGNATED_TRUCK_ROUTE	Designated truck route (federally approved)

71. DS_NBR

Common Name	Design Speed
Definition	A selected speed used to determine the various geometric features of the roadway
Data Owner	SRMU
Extent	Where available
Values	Positive numbers

72. SW_PVD_LFT_QTY

Common Name	Left Paved Shoulder Width
Definition	The paved width of the left shoulder
Data Owner	SRMU
Extent	Where available
Values	Positive numbers; one decimal place

73. STRCTR_CD

Common Name	Structure type
Definition	A structure (bridge, tunnel or causeway) is present
Data Owner	SRMU
Extent	Sparsely populated
Values	Coded domain

Domain:

Value	Description	Notes
1	STRUCTURE	Bridges and pipes greater than 20 feet
2	TUNNEL	
3	CAUSEWAY	

74. SW_PVD_RGT_QTY

Common Name	Right Paved Shoulder Width
Definition	The paved width of the right shoulder
Data Owner	SRMU

Extent	Where available
Values	Positive numbers; one decimal place

75. AADT_EST_YR

Common Name	AADT Year
Definition	The year of the AADT on the same segment; the year is typically the same for all AADT reported in Road Characteristics
Data Owner	Traffic Survey Group
Extent	Where available (federal-aid roads and some additional Secondary Roads)
Values	4-digit year
Notes	AADT is updated in Road Characteristics once a year and this field reflects the year the AADT estimate represents. This field should be used with AADT.

76. ADTN_DCMT_ID

Common Name	Addition Document
Definition	The document reference that created the segment
Data Owner	SRMU
Extent	Where available
Values	Text
Notes	Typical values are the TIP or petition number.

77. ADTN_DCMT_TYP_CD

Common Name	Addition Document Type
Definition	The type of documentation that created the segment or that added the road to the state system
Data Owner	SRMU
Extent	Where available
Values	Coded domain
Notes	This field should be used with the Addition Document field.

Domain:

Value	Description	Notes
1	PETITION	

2	TIP
3	MUNICIPAL_AGREEMENT
4	OTHER

78. FCLTY_TYP_CD

Common Name	Facility Type
Definition	The operational characteristics of the roadway
Data Owner	SRMU
Extent	Where applicable
Values	Coded domain

Domain:

Value	Description	Notes
3	COUPLET	Divided routes where each side of the route is treated as a unique route. In some cases couplets are split around city blocks and may have different names and the same route number (different directions of traffic flow).
4	GS_RAMP	Grade-separated ramp
5	NON_MAINLINE	Reserved for future use

79. IMP_DCMT_ID

Common Name	Improvement Document
Definition	The document reference that represents the most recent improvement to the segment
Data Owner	SRMU
Extent	Where available
Values	Text
Notes	Typical values are the TIP number.

80. IMP_DCMT_TYP_CD

Common Name	Improvement Document Type
Definition	The type of documentation that represents the most recent improvement to the segment
Data Owner	SRMU

Extent	Where available
Values	Coded domain
Notes	This field should be used with the Improvement Document field.

Domain:

Value	Description	Notes
2	TIP	
4	OTHER	
5	RESURFACING_SKETCH	
6	ANNUAL_PAVING_REPORT	
7	PURCHASE_ORDER_CONTRACT	

81. MLTRY_BASE_CD

Common Name	STRAHNET Military Base
Definition	The military base that the STRAHNET route is located within
Data Owner	GIS Unit
Extent	Where applicable, but this data item has never been fully populated
Values	Coded domain

Domain:

Value	Description	Notes
1	POPE	Pope Air Force Base
2	SEYMOUR	Seymour Johnson Air Force Base
3	BRAGG	Fort Bragg Army Base
4	LEJEUNE	Camp Lejeune Marine Base
5	CHERRY	Cherry Point Marine Air Station
6	RIVER	New River Marine Air Station
7	ELIZABETH	Elizabeth City Coast Guard Air Station

82. OWNR_TYP_CD

Common Name	Ownership
Definition	The agency that maintains the segment, if ownership cannot be derived from Route Class
Data Owner	SRMU
Extent	Where applicable
Values	Coded domain
Notes	This field contains exceptions, i.e., US, NC or Secondary Route that is not maintained by NCDOT would have the correct owner identified in this field.

Domain:

Value	Description	Notes
2	COUNTY_HWY	County highway agency
3	TOWN_HWY	Town or township highway agency
4	CITY_HWY	City or municipal highway agency
5	STATE_PFR	State park, forest or reservation agency
6	LOCAL_PFR	Local park, forest or reservation agency
7	OTH_STATE	Other state agency
8	OTH_LOCAL	Other local agency
9	PRIVATE	Private (other than Railroad)
10	RAILROAD	Railroad
11	STATE_TOLL	State toll authority
12	LOCAL_TOLL	Local toll authority
13	OTH_PUBLIC	Other public instrumentality (e.g., airport, school, university)
14	INDIAN_TRIBE_NAT	Indian Tribe Nation
15	OTH_FEDERAL	Other federal agency
16	B_INDIAN_AFFAIRS	Bureau of Indian Affairs
17	B_FISH_WILDLIFE	Bureau of Fish and Wildlife
18	US_FOREST_SERVICE	U.S. Forest Service
19	NAT_PARK_SERVICE	National Park Service
20	TVA	Tennessee Valley Authority
21	BLM	Bureau of Land Management
22	B_RECLAMATION	Bureau of Reclamation

23	CORPS_ENGINEERS	Corps of Engineers
24	AIR_FORCE	Air Force
25	NAVY_MARINES	Navy/Marines
26	ARMY	Army
27	OTHER	Other
28	APPALACHIAN_HWY	Appalachian Highway access road
29	NAT_FOREST_HWY	National Forest highway system not common with Appalachian
30	BLUE_RIDGE	Blue Ridge Parkway (mainline)
31	NAT_PARKS	National Parks
32	CHEROKEE_IND_RES	Cherokee Indian Reservation roads
33	MILITARY_RES	Military reservations
34	NAT_WILD_REFUGE	National Wildlife Refuge
35	ADD_INTERSTATE_SYS	Addition to Interstate approved on or after March 9, 1984
36	I23_USC_139_B	Addition to Interstate 23 USC 139b
37	I23_USC_139_A_84	Addition to Interstate 23 USC 139a; approved before March 8, 1984
38	I23_USC_139_A_94	Appalachian Development Highway, common with an addition to Interstate system 23 USC 139a; approved before March 9, 1994
39	APP_HWY_NOT_NFH_OUT_NF	Appalachian Development Highway not common with NFH system and outside the National Forest
40	APP_HWY_NOT_NFH_IN_NF	Appalachian Development Highway not common with NFH system and inside the National Forest
41	SECTION_332_INTERSTATE	Section 332 Interstate systems that meet Interstate design standards
42	FUTURE_SEC_332_INTERSTATE	Designated future section 332 Interstate systems
43	UNKNOWN	Not known, State Park, State Forest, State Recreation Area

83. SHN_TYP_CD

Common Name	STRAHNET
Definition	The military's Strategic Highway Network (a subset of the National Highway System)
Data Owner	GIS Unit
Extent	Where applicable
Values	Coded domain

Domain:

Value	Description	Notes
1	REGULAR	STRAHNET route
2	CONNECTOR	STRAHNET connector route

84. AADT_EST_CNT

Common Name	AADT
Definition	Annual average daily traffic volume estimate for the AADT year (in vehicles per day)
Data Owner	Traffic Survey Group
Extent	Where available (federal-aid roads and some additional Secondary Roads)
Values	Positive numbers
Notes	AADT is reported on the inventory direction of divided roads but represents total traffic for both directions.

85. TRNLN_LFT_WID

Common Name	Left Turning Lane Width
Definition	The width of the left turning lane
Data Owner	SRMU
Extent	Where applicable, but this data item has never been fully populated
Values	Positive numbers

86. TRNLN_RGT_WID

Common Name	Right Turning Lane Width
Definition	The width of the right turning lane
Data Owner	SRMU
Extent	Where applicable, but this data item has never been fully populated
Values	Positive numbers

87. HOV_LN_CNT

Common Name	HOV Lanes
Definition	The number of HOV lanes
Data Owner	SRMU
Extent	Where applicable
Values	Positive numbers

88. STHCK_HGT

Common Name	Surface Thickness
Definition	The thickness of the surface layer of pavement/concrete
Data Owner	SRMU
Extent	Where available
Values	Positive numbers; two decimal places

89. BARE_PVMNT_CD

Common Name	Bare Pavement System
Definition	A system of designated routes that are the first to be cleared and/or chemically treated in the event of winter weather conditions; generally consisting of all Interstates, four-lane divided primary routes and some secondary routes.
Data Owner	SRMU
Extent	Where applicable
Values	Coded domain

Domain:

Value	Description	Notes
Y	YES	Segment is part of the Bare Pavement System

90. PSTD_RTE_CD

Common Name	Posted Routes
Definition	A system of designated secondary routes where truck traffic with axle weights exceeding 13,000 pounds is prohibited by ordinance.
Data Owner	SRMU
Extent	Where applicable
Values	Text
Notes	The value is the ordinance number; any value present indicates that the segment is part of the Posted Route system.

91. Shape_Length

Common Name	Shape Length

Definition	The two-dimensional length of the segment
Data Owner	GIS Unit
Extent	Every segment
Values	Positive numbers; six decimal places
Notes	This field should not be used to determine the length of segments or routes. Instead the user should create a field and calculate the values to be Ending Milepost minus Beginning Milepost. The official length is based on mileposts because they reflect three-dimensional measurements.

92. Beg_Intersect_Mp

Common Name	Beginning Intersection Milepost
Definition	The milepost value that the Beginning Intersection Feature applies to. It is the beginning milepost value of the LRS segment that the Road Characteristics segment originated from.
Data Owner	GIS Unit
Extent	Every segment
Values	Positive numbers; three decimal places
Notes	For example, suppose LRS Arcs has a segment on NC-15 that starts at an intersection with SR-1010 at milepost 5.21 and ends at an intersection with US-70 at milepost 5.81. In Road Characteristics, that segment has been split into three segments because there is a break any time a Road Characteristics attribute value changes. This is how the LRS segment is split up in Road Characteristics:

Route	BegMp1	EndMp1	Beg_Intersect	End_Intersect	Beg_Intersect_Mp	End_Intersect_Mp
NC15	5.21	5.41	SR1010	US70	5.21	5.81
NC15	5.41	5.61	SR1010	US70	5.21	5.81
NC15	5.61	5.81	SR1010	US70	5.21	5.81

This table indicates that the Beginning Intersecting Feature, SR-1010, occurs at milepost 5.21 and that the Ending Intersecting Feature, US-70, occurs at milepost 5.81. To determine the offset of an Intersecting Feature, subtract the Beginning Intersection Milepost from the Beginning Milepost 1 (dominant route). In this example, to determine the offset of Beginning Intersection Feature for the second segment, subtract 5.21 from 5.41. The second segment is 0.2 miles from the Beginning Intersection Feature. The same can be done to determine the offset of the Ending Intersection Feature.

93. End_Intersect_Mp

Common Name	Ending Intersection Milepost
Definition	The milepost value that the Ending Intersection Feature applies to. It is the ending milepost value of the LRS segment that the Road Characteristics segment originated from.

Data Owner	GIS Unit
Extent	Every segment
Values	Positive numbers; three decimal places
Notes	See notes for Beginning Intersection Milepost.